



National Transportation Safety Board Aviation Accident Final Report

Location:	BISMARCK, ND	Accident Number:	DEN84LA304
Date & Time:	09/30/1984, 1329 CDT	Registration:	N6703W
Aircraft:	BEECH C24R	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

PLT CALCULATED THE FLT TO BE 4 HOURS 33 MINUTES LONG AND THERE WERE 5.2 HRS OF FUEL ON BOARD. PLT STATED, EN ROUTE HE WAS REQUESTED TO CLIMB FROM 6,000 FT TO 8,000 FT THEN TO 9,000 WHICH WAS PERFORMED AT 'FULL POWER, FUEL FULL BURN.' STRONGER HEADWINDS WERE ENCOUNTERED AT THE HIGHER ALT. A FORCED LANDING WAS PERFORMED 2.5 MILES SOUTH OF THE ARPT. LEANING TECHNIQUE, IF ANY, USED EN ROUTE IS NOT KNOWN. PLT STATED, 'THE PRINCIPAL REASON FOR THE FORCED LANDING DUE TO FUEL EXHAUSTION WAS THE PLT'S MISCALCULATION OF FUEL CONSUMPTION.'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. (F) WEATHER CONDITION - UNFAVORABLE WIND
 3. (C) FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
 4. FLUID,FUEL - EXHAUSTION
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: GEAR COLLAPSED
Phase of Operation: LANDING

Findings

5. LANDING GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	29, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	02/17/1983
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	200 hours (Total, all aircraft), 61 hours (Total, this make and model), 172 hours (Pilot In Command, all aircraft), 83 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N6703W
Model/Series:	C24R C24R	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	MC 704
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	06/15/1984, 100 Hour	Certified Max Gross Wt.:	2750 lbs
Time Since Last Inspection:	122 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1116 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A1B6
Registered Owner:	JOHN BROWN	Rated Power:	200 hp
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	EXECUTIVE BEECH	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BIS, 1677 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	1250 CDT	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	12 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	12° C / -6° C
Precipitation and Obscuration:			
Departure Point:	KANSAS CITY, KS (KCK)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	Class D

Airport Information

Airport:	BISMARCK (BIS)	Runway Surface Type:	
Airport Elevation:	1677 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced Landing; Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	FRED R WINNINGHAM	Report Date:	
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).